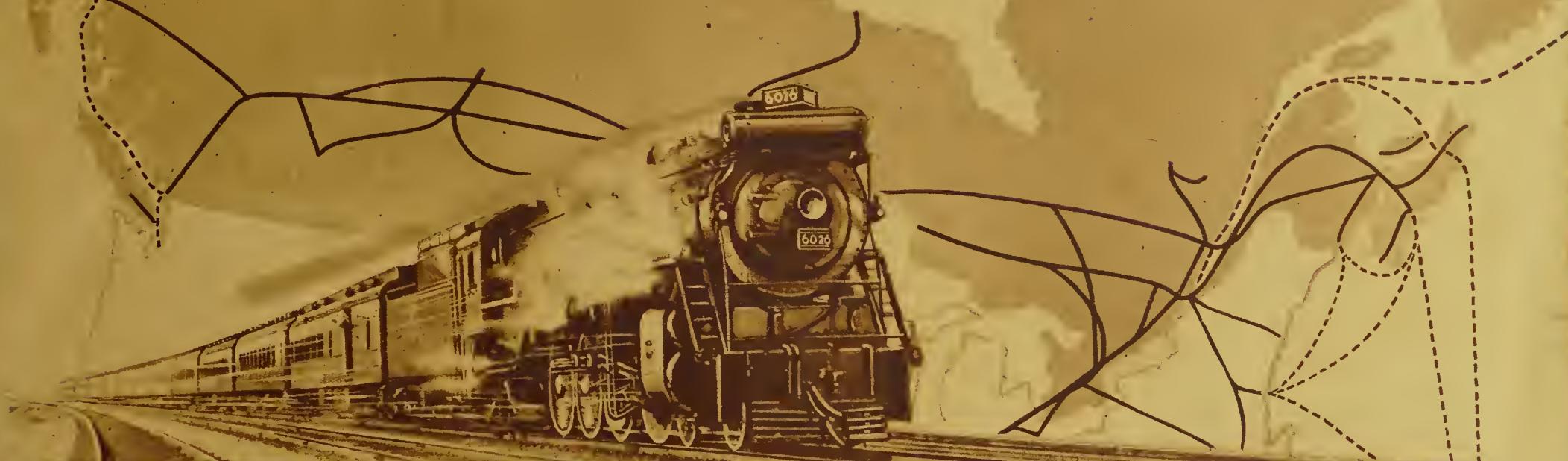


MODERN TRAVEL IN CANADA



CANADIAN NATIONAL
Largest Railway System in America

Canadian National Serves All Canada

THE Canadian National is the largest railway system in America, stretching from Sydney, Nova Scotia, on the Atlantic Coast, to Vancouver and Prince Rupert, British Columbia, on the Pacific Coast. It passes, also through seven of the United States. In all, it operates more than 23,000 miles of main line and employs more than 100,000 men and women. Its steamships connect Vancouver, Victoria, Seattle and the ports of Alaska, and join the eastern ports of Montreal, Halifax and Saint John with Bermuda and the British West Indies, South America, and Australia and New Zealand.



The Canadian National was made up by the amalgamation, in 1923, of a number of Canadian railways, the chief units of which were the Grand Trunk and Grand Trunk

Pacific and the Canadian Northern systems, Intercolonial and National Transcontinental systems, all of which played a mighty part in the development of the Dominion of Canada.

There is no phase of Canadian material development that is not the concern of the National System. It transports all products of the Dominion, from country to city, from city to city and to the seaports for shipment to all parts of the world. In the first place, it serves agriculture. It covers the old settled areas of Ontario and the multitudinous acres of the prairies like a network. It carries millions of bushels of grain out of the prairies every year; it transports cattle from Alberta, fruits from Ontario; butter, eggs, poultry and vegetables from the eastern provinces. With its rails, it has followed the pioneer farmer and opened up the way for agriculture; particularly is this true in the northern territories where so much of the future of the country lies. Pioneering with its lines, the National

System has not only developed but has been the means of discovering some of the richest mines in Canada—gold, silver and copper, in the far reaches of Northern Quebec, Northern Ontario and Northern Manitoba. It is to the Canadian National Railways, which built it, that has been given the operation of the new railway to Churchill, Canada's newest seaport, while in a sense one of its oldest, which lies on the historic Hudson Bay. The coal mines of Alberta and British Columbia, in the West, and of the Maritime Provinces, in the East; the oil wells of Alberta; the great fisheries of the North Pacific and of the Atlantic coast; the lumbering and pulpwood industries of both East and West; the farms where foxes are bred for fur, and the towns where factories are busy—all are aided in their work by the railway.

Every passing season sees another industry, the tourist trade, the trade in pleasure, increasing in importance to Canada. In one year it brought the country more than \$300,000,000, as much as the mineral output. Passing as it does, through Jasper, in the Rocky Mountains, Prince Albert, in the northern section of Saskatchewan, Algonquin, in Ontario, and other great national parks,

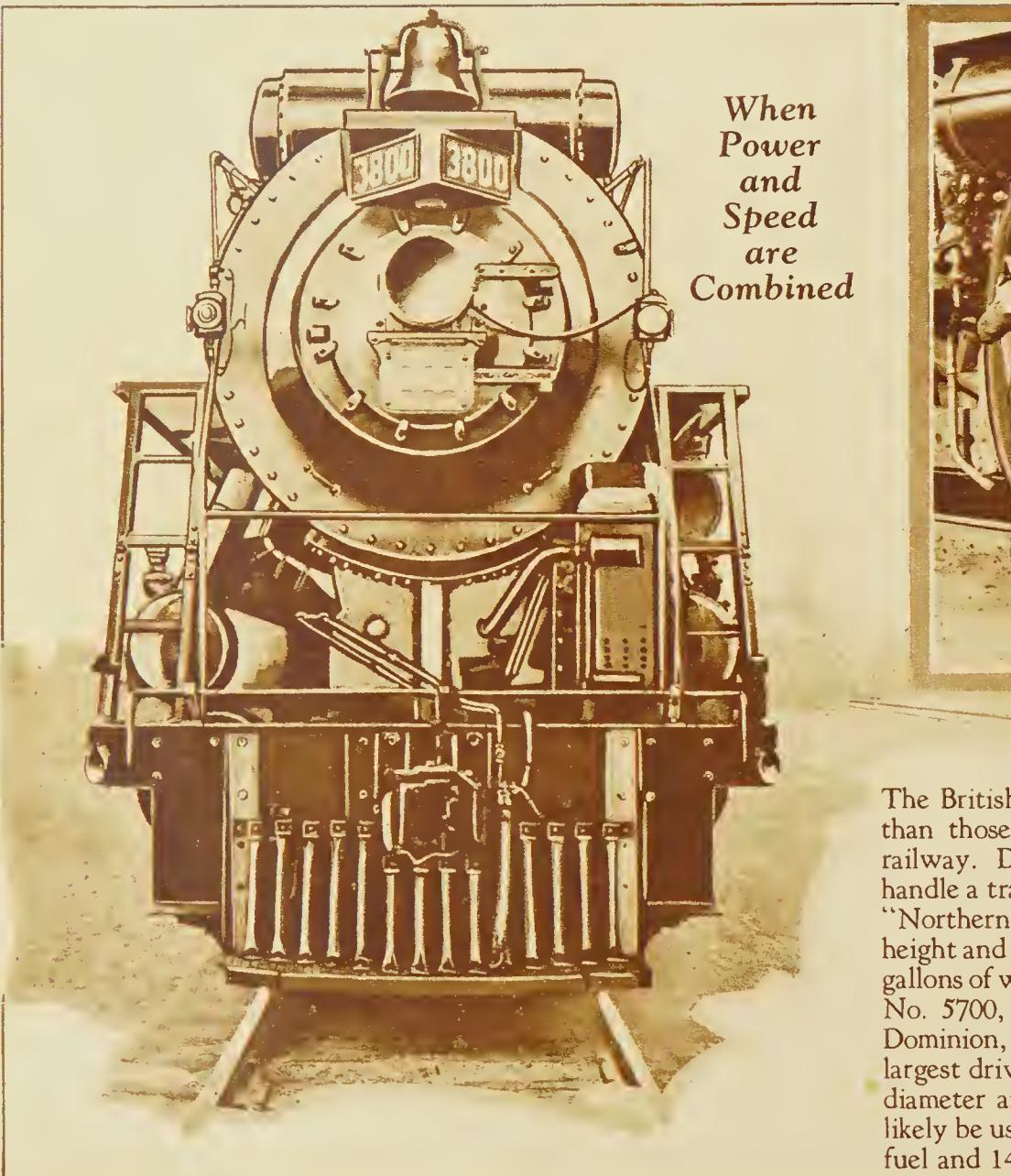
the Canadian National railways carries thousands and thousands of tourists to pleasure every year.

To the world of science, the Canadian National Railways has made many valuable contributions. It has taken the lead as in the train telephone and the radio, and it has kept pace in every way with the developments of railway operation in other countries.

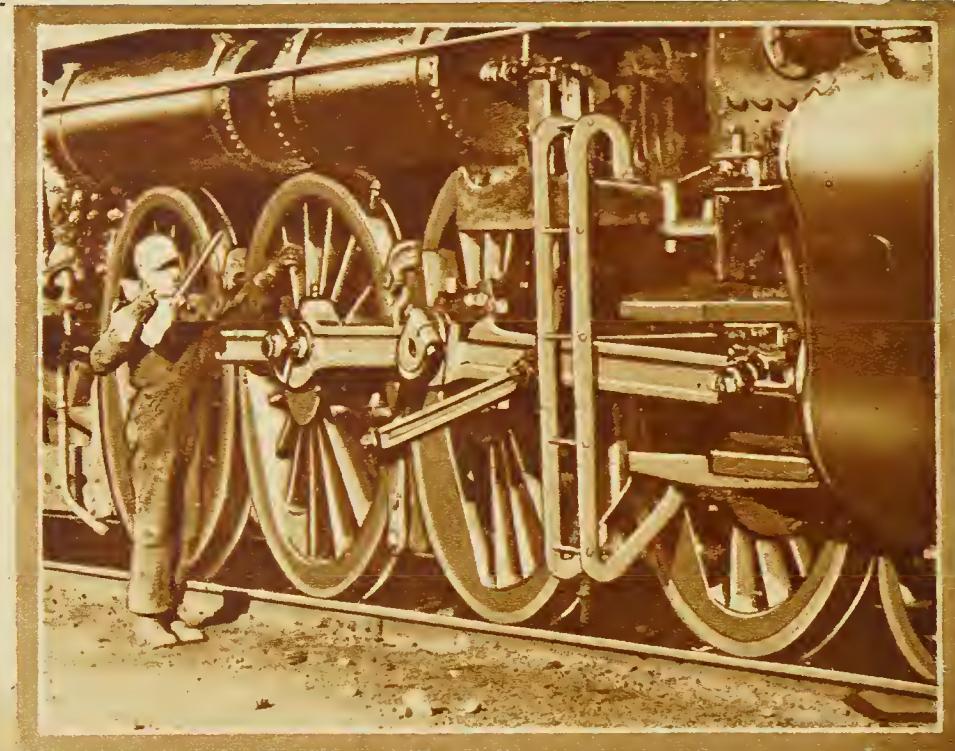
In addition to its rail and steamship services, the Canadian National is involved in many other activities. It operates a chain of distinctive hotels in Canada's leading cities and resorts, an express service from Atlantic to Pacific, a commercial telegraph system which, through its direct exclusive land and cable connections reaches 75,000 points in all parts of Canada and the United States as well as all foreign lands.

Canadian National has frequently been referred to, because of its varied activities and interests, as "the blood and sinew" of the great Dominion of Canada.

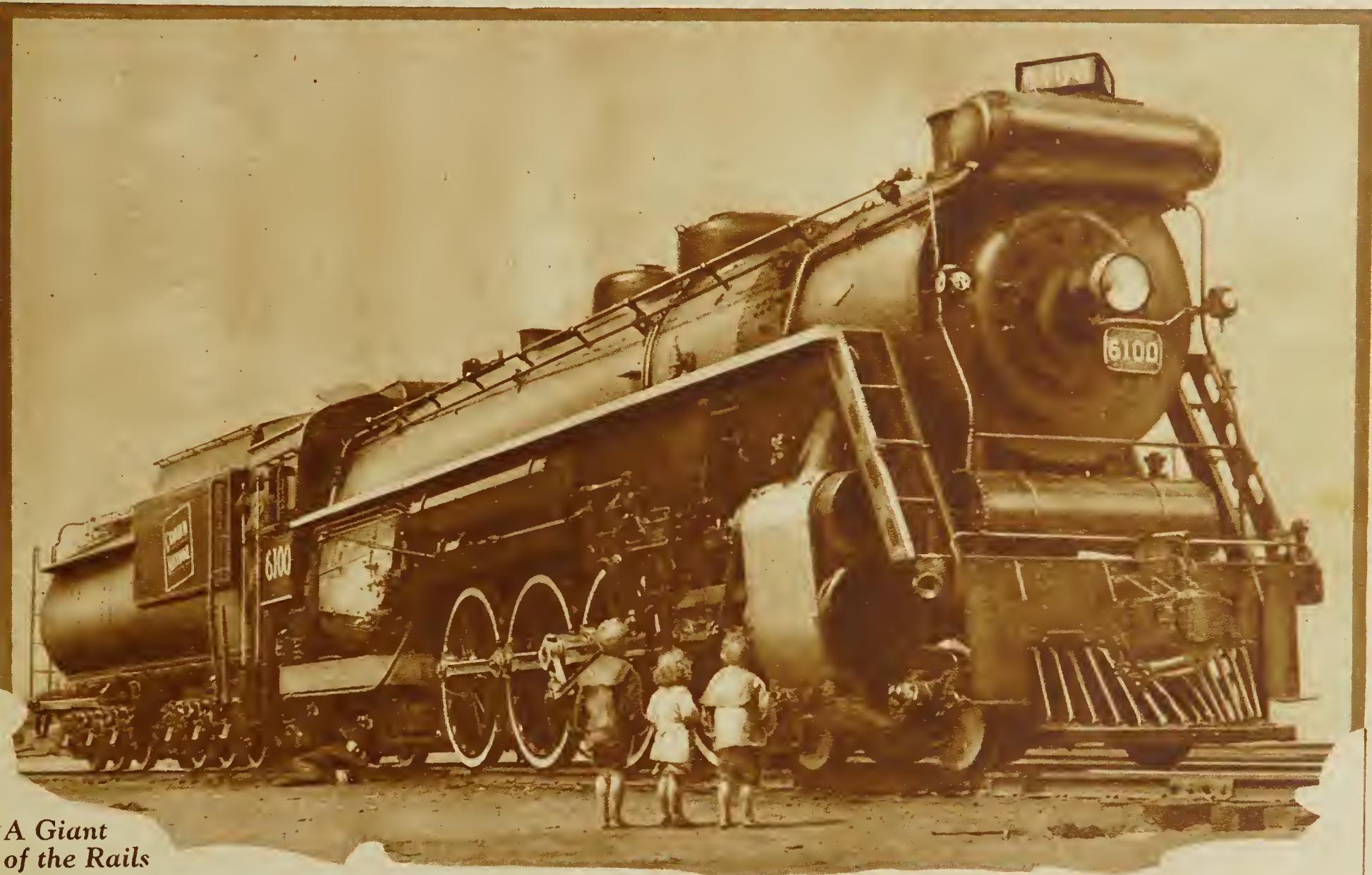




When
Power
and
Speed
are
Combined

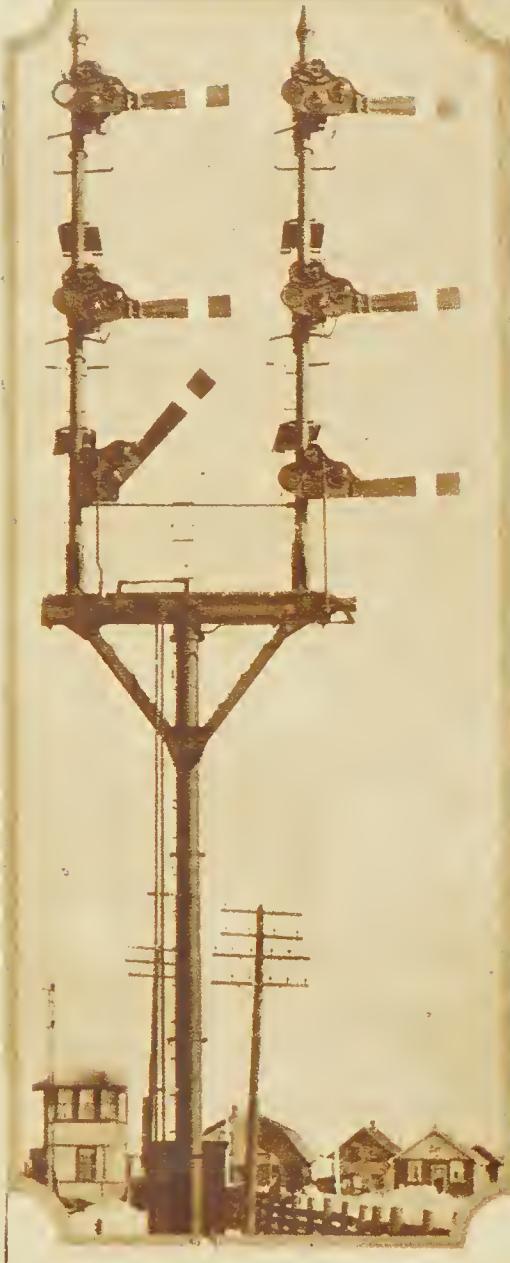


The British Empire has few faster, larger or more powerful locomotives than those of the "Northern" type, built in Canada for the National railway. Designed for use in fast passenger and freight service, they can handle a train of twelve steel cars at a speed of eighty miles an hour. The "Northern" weighs 329 tons, with its tender; it is more than 15 feet in height and nearly 95 feet long; has room for twenty tons of coal and 11,500 gallons of water; and is capable of developing more than 3,200 horse power. No. 5700, the "Hudson," one of the newest locomotives built in the Dominion, weighs slightly more, is taller but not so long, and has the largest driving wheels ever cast in the country. They are eighty inches in diameter and help the locomotive to a speed capacity which will never likely be used in operation, so great it is. The tender holds twenty tons of fuel and 14,000 gallons of water.



**A Giant
of the Rails**

One of the superb "Northerns" in service on the Canadian National Railways, a source of wonders, even in these days when so many wonders are taken for granted.



The Fastest in the World

For the distance it covers, the "International Limited" of the Canadian National Railways is the fastest train in the world. It runs between Montreal and Chicago, by way of Toronto, and every day covers the 334 miles between Montreal and Toronto in six hours, an average of nearly a mile a minute, making the whole run of 848 miles in 18 hours and fifteen minutes. It is a steel train, completely equipped and beautifully appointed, and is extremely popular with travellers who desire quick communication between these three important cities of North America.



Two Crack Trains

"The Confederation," which plies between Toronto and Vancouver, and "The Continental Limited," which has the highly important run from Montreal to Vancouver, both connecting the West with the East and bridging the Rocky Mountains, are two of the finest trains in the Canadian National service. One of the photographs above depicts "The Continental Limited" entering Jasper National Park in the Rockies, and the other shows "The Confederation" crossing a bridge at Cisco in British Columbia.

The Acadian, Ocean Limited, and Maritime Express of the Canadian National Railways are equally famous all-steel trains operating between Montreal and Maritime Province points.

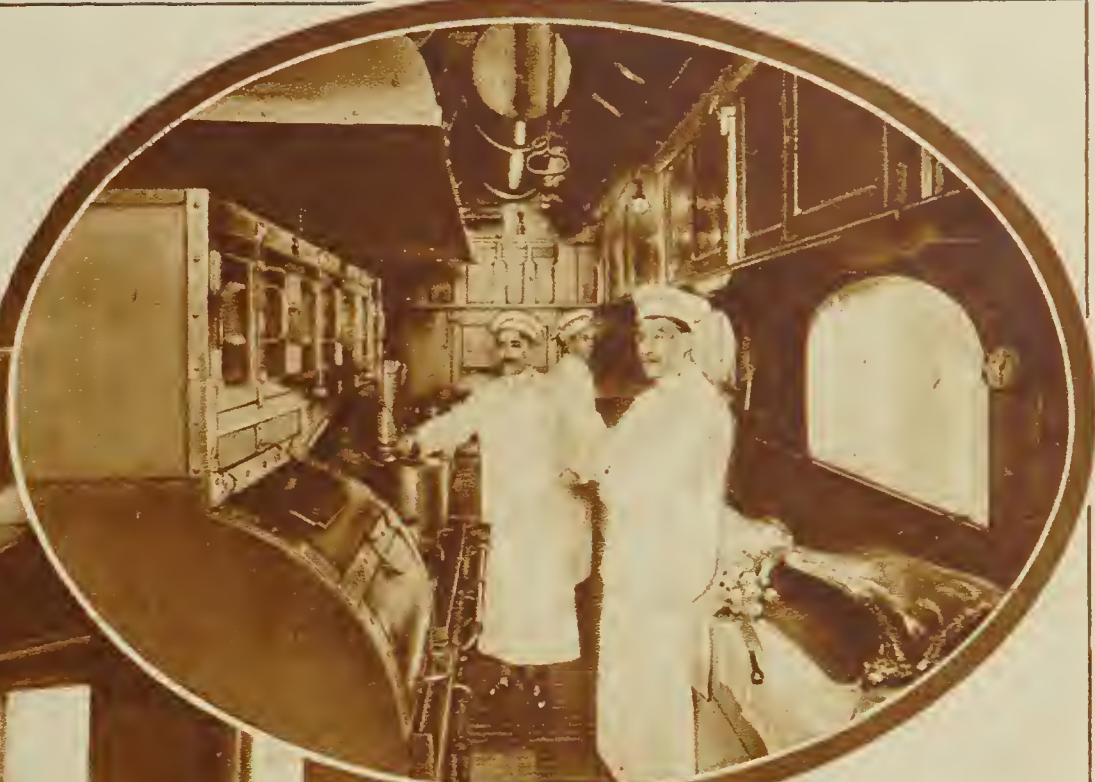


*The
Comforts of
Home on
Wheels*



In Canada, where the distances are so great that travellers may spend a week of nights and days on the train on a straight journey, one of the first considerations is comfort. To sleep comfortably on a rushing train was once a luxury, now it is an essential taken for granted. The Canadian National system has assumed the lead in the provision of other conveniences and today on "The Confederation," which runs between Toronto and Vancouver, may be found a barber shop and even a small bathroom, together with a miniature gymnasium. Even in the most comfortable lounge cars, sitting most of the time during a journey of several thousand miles becomes tedious, and these innovations for the traveller are much appreciated.

Dining on the Run



Appetites might easily become jaded on a long trip across the continent and the Canadian National Railways make every effort, by means of tastefully prepared menus, delightful surroundings and smooth service, to insure that the traveller will enjoy his meals. The dining car pictured above is in service on the fast "International Limited," between Montreal, Toronto and Chicago. Its panelling is veneer from the roots of a walnut tree which was green at Oxford when the Crusades were in the news. The kitchens of the "diners" are perfectly equipped for the keeping of food on the journey and the preparation of toothsome dishes.

*Night Travel is
Popular in
Canada*



To save time, many prefer to travel while they sleep, and of course, when they make a trans-continental journey, they must spend several nights on the train. The Canadian National Railways pay a great deal of attention to their sleeping car equipment and a variety of types of accommodation is to be found on their trains. In the above photographs are represented a single room, a "section," which consists of an upper and a lower berth and is secluded by curtains, and a general view of a sleeping car.

Letting in the Sun



Canada is renowned for its sunshine and when modern science discovered that ordinary window glass shut out most of the benefits of the solar rays, the Canadian National Railway system was quick to seize upon the means that were offered for providing its passengers with pure sun. Sun parlors or "solarium cars" are part of the principal trains and in them passengers may bask as they travel across the country.

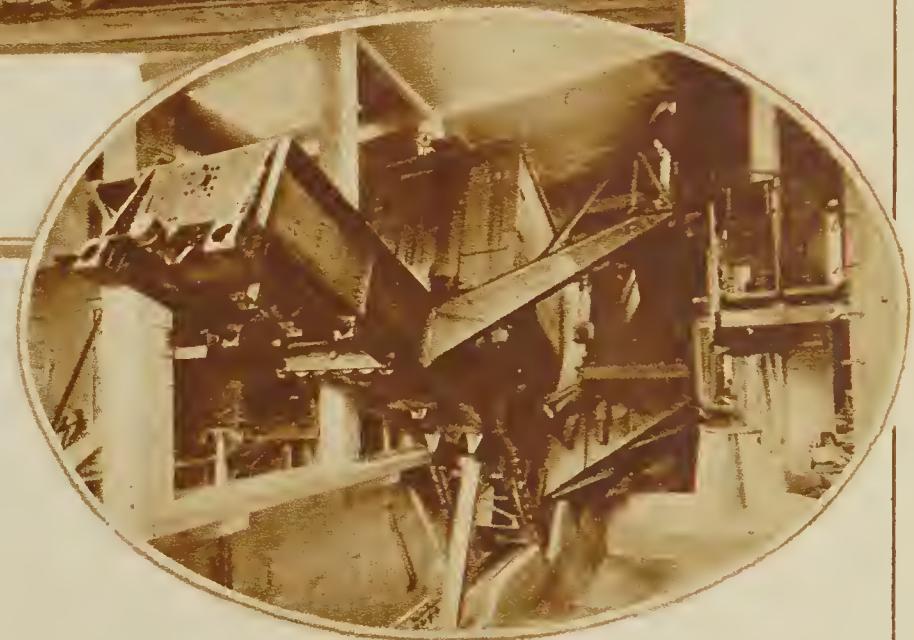
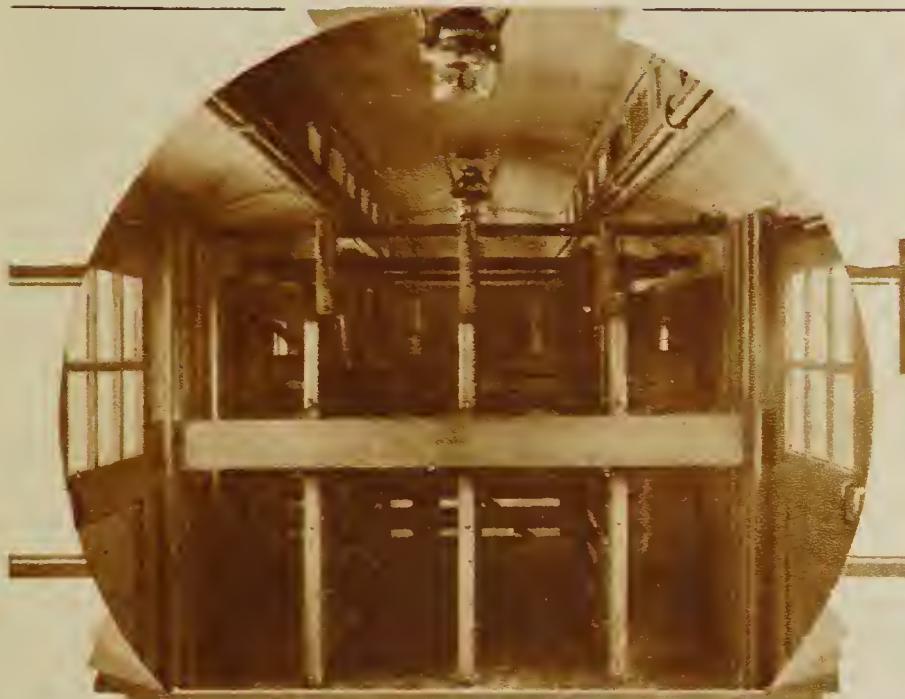
For short journeys, comfortable chair cars, as shown above on the right are provided on Canadian National trains.



Without transportation, the wheels of industry might as well stand still. There would be no need of farmers planting wheat or factories turning out goods if there were no means of transporting them out to the markets of the world. The Canadian National Railways extend across Canada from North to South and East to West, entering and serving the new homestead country and the mining territories as well as the old established manufacturing centres and carrying year after year a tremendous volume of freight, such as a growing country like Canada must produce. The photographs show a heavily laden train and one of the newer types of locomotive built especially for the freight traffic and equipped for economy of operation as well as speed and power.

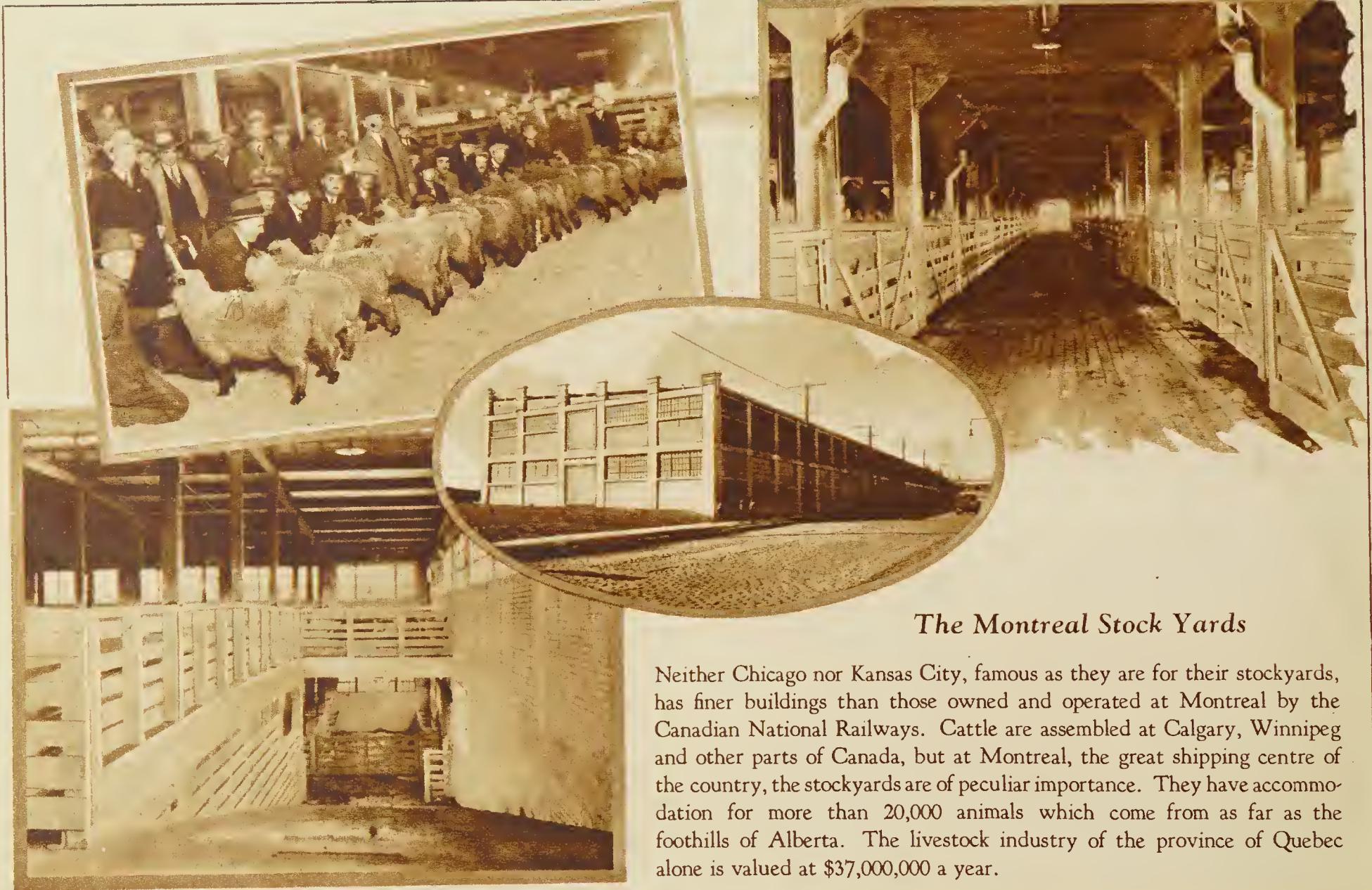
*Industry Needs
Transportation*





Handling Canada's Produce

Several types of Canadian National freight cars, which give examples of the produce of Canada—a cattle car, an automobile car and a grain car. The latter is being unloaded at one of the great elevators which house the Dominion's bushels awaiting trans-shipment to Canadian flour mill or foreign market. The car is hoisted up in a cradle and tipped as easily as if it were a toy.

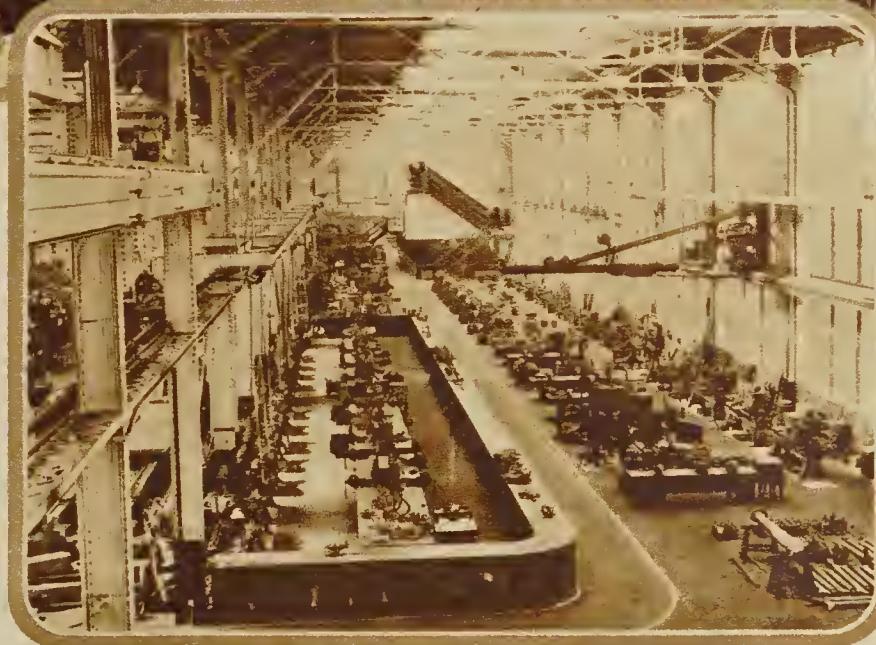


The Montreal Stock Yards

Neither Chicago nor Kansas City, famous as they are for their stockyards, has finer buildings than those owned and operated at Montreal by the Canadian National Railways. Cattle are assembled at Calgary, Winnipeg and other parts of Canada, but at Montreal, the great shipping centre of the country, the stockyards are of peculiar importance. They have accommodation for more than 20,000 animals which come from as far as the foothills of Alberta. The livestock industry of the province of Quebec alone is valued at \$37,000,000 a year.



Locomotives and cars are overhauled and repaired and even built in the shops maintained by the National System. The largest and most perfectly equipped of these is the new series of buildings at Point St. Charles, Montreal, of which the above are views. Other shops are established at Transcona and Fort Rouge, Winnipeg; St. Malo, Quebec; Moncton, New Brunswick; Stratford, Ontario; Edmonton, Alberta, and Port Mann, British Columbia. Spread across Canada as they are, they take care of the mechanical needs of the railway at strategic points and provide employment for thousands of men.



*The
Great
Workshop*

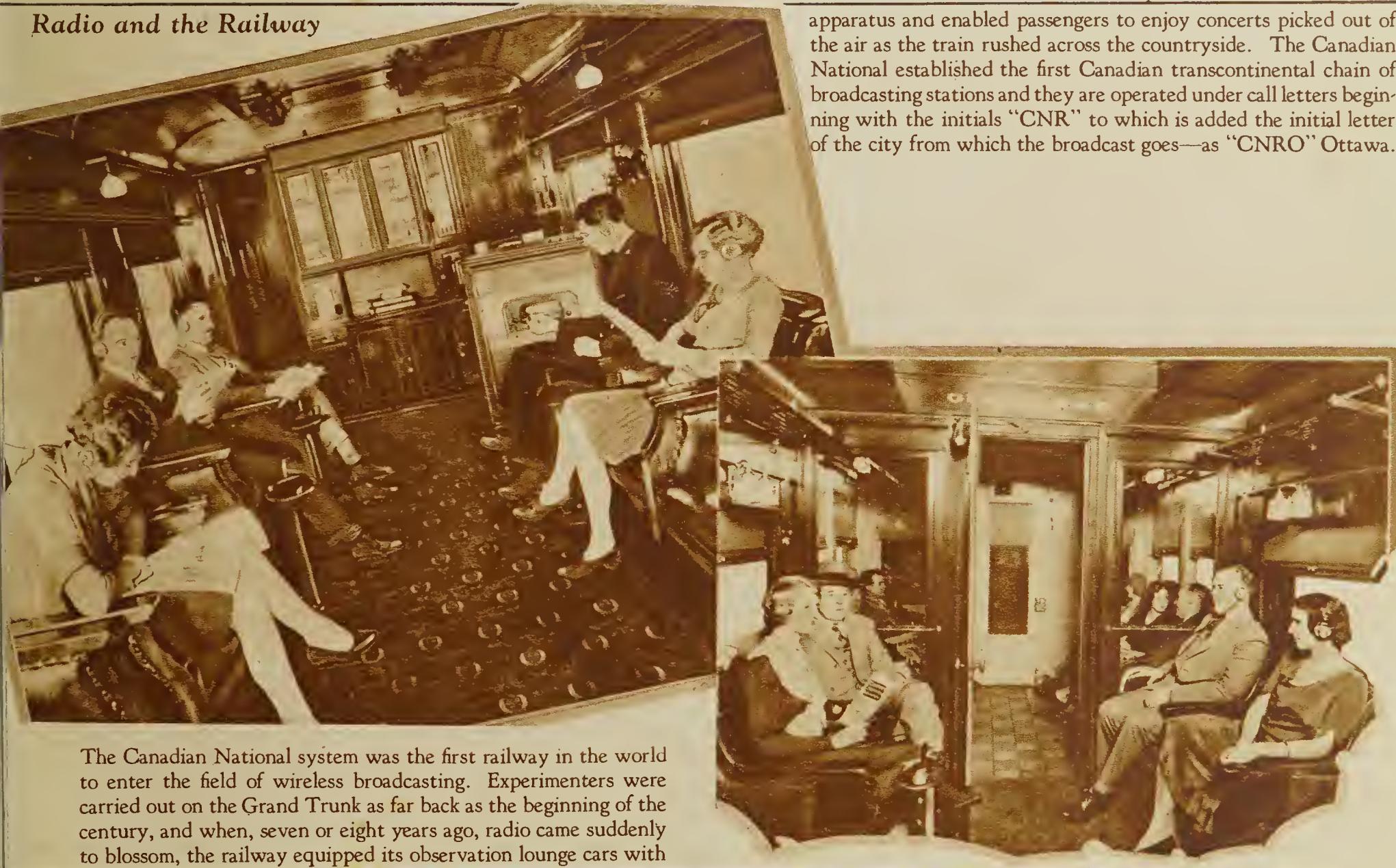


*Telephoning
from a
Moving
Train*

One of the most outstanding developments of the year 1930 in the science of communication was the inauguration by the Canadian National Railways of its train telephone system. When the Chairman and President of the railway, Sir Henry W. Thornton, speeding between Montreal and Toronto, was in telephonic communication with Washington, D.C. and London, England, as well as the cities of Canada, the train telephone was hailed as a new wonder. But soon the novelty wore off and now the instrument is as matter-of-fact in the Canadian National service as telegraphing has come to be. The photographs show the telephone in use and the control board which establishes the connection.

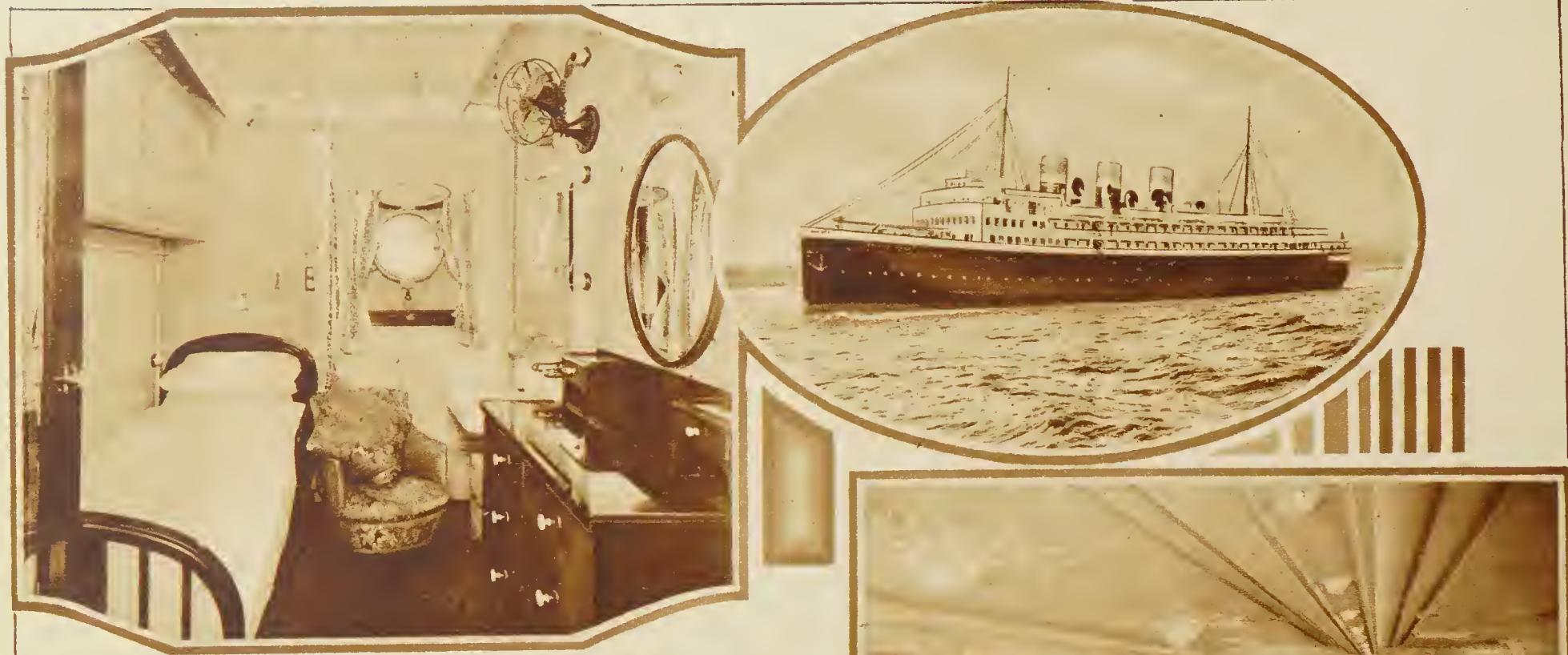


Radio and the Railway



The Canadian National system was the first railway in the world to enter the field of wireless broadcasting. Experimenters were carried out on the Grand Trunk as far back as the beginning of the century, and when, seven or eight years ago, radio came suddenly to blossom, the railway equipped its observation lounge cars with

apparatus and enabled passengers to enjoy concerts picked out of the air as the train rushed across the countryside. The Canadian National established the first Canadian transcontinental chain of broadcasting stations and they are operated under call letters beginning with the initials "CNR" to which is added the initial letter of the city from which the broadcast goes—as "CNRO" Ottawa.



To Alaska, Land of the Midnight Sun

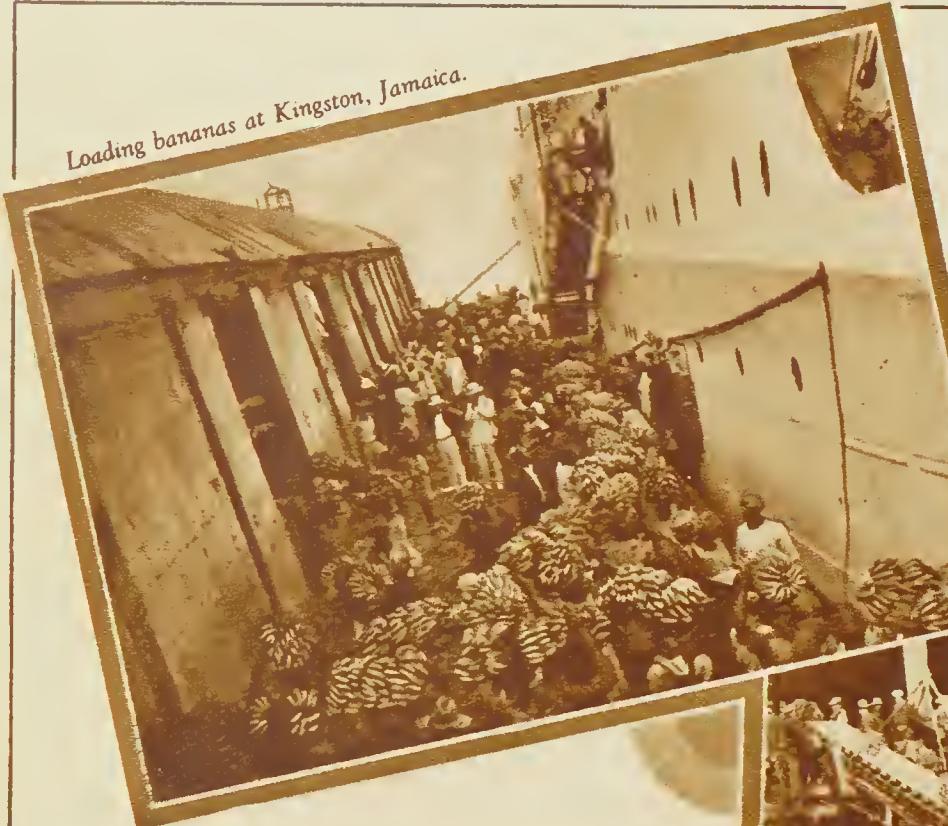
On the Pacific Coast, the Canadian National Steamships ply from Vancouver to Prince Rupert and Alaska, from Prince Rupert to the Queen Charlotte Islands, and between Vancouver, Victoria and Seattle. For the latter "Tri-City Service," two new vessels were launched at Birkenhead in 1930, "The Prince David" and "The Prince Robert." "The Prince Henry," shown above, was built at Birkenhead to enter the Alaska service in 1930. The growing tourist trade made it necessary for the older vessels, "The Prince George" and "The Prince Rupert," to be given assistance, and "The Prince Henry" not only helped in this regard but added, by its beauty and efficiency, greatly to the prestige of the Canadian National Steamships. The photographs show a view of the sun room lounge and of a first class cabin.





And Down to the Indies

Under the terms of the Canada-West Indies trade agreement, five beautiful passenger and freight steamers were built for the Canadian National Steamships and in the few years they have been in service they have done a great deal to develop the relationships between these two sections of the Empire. "The Lady Drake," "The Lady Nelson" and "The Lady Hawkins" sail between the ports of Halifax and Saint John, Boston, Bermuda and the eastern group of the West Indies, as far south as Demerara; British Guiana, and "The Lady Rodney" and "The Lady Somers" ply between Montreal, in the summer, and the Atlantic ports in winter, and Bermuda, Jamaica and the Bahamas. As the photograph of "The Lady Drake" shows, the vessels are as graceful as yachts, and the views of the garden lounge and one of the first class staterooms of the "Lady Nelson" suggest the comfort and tastefully designed interiors which make travel in them so delightful.



Loading bananas at Kingston, Jamaica.

Bananas
for
Canada

Loading bananas at Port Morant, Jamaica.



Until the Canadian National steamers went into service, bananas from the West Indies reached Canada by way of New York. Now they come direct, and the consumption of bananas in Canada has increased enormously. The West Indies are developing by leaps and bounds a market for their citrus fruits and their vegetables as well, while greater quantities of goods manufactured and grown in Canada are finding their way to the West Indies and South America.

The "Canadian Skirmisher," the "Canadian Scottish," the "Canadian Challenger" and the "Canadian Pathfinder," are in the South America service, sailing to Santos, Montevideo and Buenos Aires.



Unloading bananas
at Montreal.



Wool from Australia

Canadian National steamships connect Canada with the West Indies and South America and with the ports of Australia and New Zealand, and link Eastern and Western Canada by way of the Panama Canal. These photographs show one of the freighters under way, one loading lumber at Vancouver, and another taking on a cargo of wool at Australia.





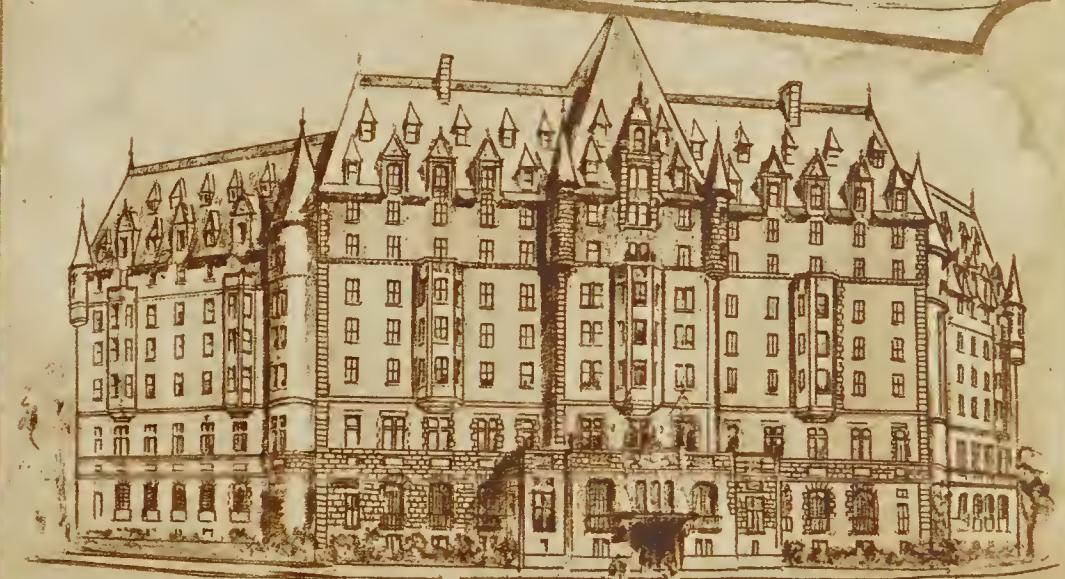
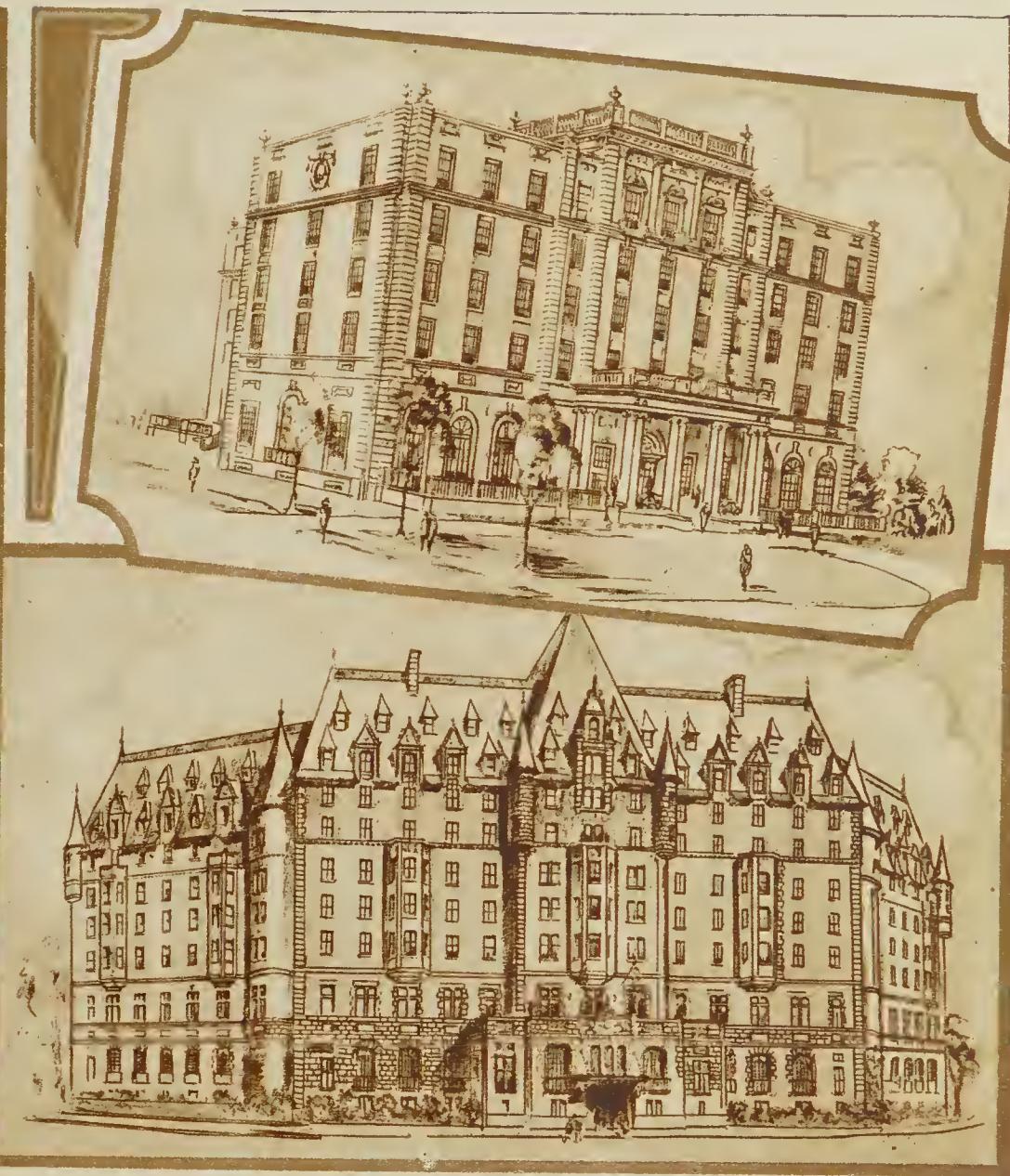
Hotels of Distinction

The Canadian National system maintains, in some of the principal cities of Canada, hotels which are a credit both to a great transcontinental railway and to the cities served. The Chateau Laurier, (upper left), which stands in the Dominion capital, Ottawa, is one of the finest buildings in Canada and is the centre of the city's most brilliant social life. Other dignified buildings in the Canadian National hotel chain are the Fort Garry, at Winnipeg (left), the Macdonald, at Edmonton (right), and the Nova Scotian, at Halifax (upper right), opened in 1930. In addition to these are: the Prince Arthur, at Port Arthur, Ontario, and the Prince Edward, at Brandon, Manitoba.



Three New Hotels

An excellent example of the growth of the Canadian National Railways is seen in the three hotels soon to be opened in widely separated cities of the Dominion. The hotel at Charlottetown, Prince Edward Island, was practically completed at the end of 1930. The imposing building now being constructed at Vancouver will be ready for opening in the spring of 1932, and the hotel at Saskatoon, Saskatchewan, will be opened in 1931. They have been designed with the peculiar requirements of the three cities in view and in keeping with the style of architecture which has made the older Canadian National hotels distinguished.



*Jasper
Park
Lodge*



When the Canadian National architects were called upon to design an hotel for Jasper National Park, in the Rocky Mountains, they adopted the unique plan of creating a little village of log bungalows instead of one big edifice which would have been out of keeping with the surroundings. The result was Jasper Park Lodge, which in the summer receives thousands of guests from all parts of the world. Although the Lodge consists of an extensive main building and a colony of cabins, all built in the mountain style, of peeled logs, it is furnished and equipped in the most modern manner with all the requirements of the civilized traveller, and is comfortable as well as picturesque. It is in the mountains and of the mountains.

*Lac Beauvert and
Mount Edith Cavell*



A Playground in the Rockies

Jasper National Park, in the Canadian Rockies, is a playground which extends over 4,200 square miles. It is a wild animal sanctuary and travellers delight to ride horseback or to hike along its trails, or to motor over its highways and "shoot" mountain sheep and goats, moose, deer, caribou, elks, beaver, bears and many other denizens of the mountains, with the camera. Unexplored and unclimbed peaks are still to be found within its limits, awaiting the alpinist, and adjoining the Lodge, the Canadian National Railways' summer hotel in the Athabaska Valley, has been laid out what is often declared to be the most beautiful golf course in the world.



Angel Glacier

*Minaki,
the Beautiful*



Minaki, which in the Indian language means "Beautiful Country," lies in the Lake of the Woods region of Ontario, on the main line of the Canadian National Railways between the eastern cities and Winnipeg. Here the railway has established a delightful summer hotel, in the manner of Jasper Park Lodge, and it is a centre for such pleasant summer pursuits as canoeing and motor-boating, golf and tennis, fishing or merely idling and enjoying enchanting scenery of land and water.



*Making the
Most of Summer*



Pictou Lodge,
Pictou, N.S.



Nipigon Lodge

Highland Inn,
Algonquin Park, Ont.



shining lakes under a blue sky brimming with light. Summer is much enjoyed in Canada, as the great national parks testify and the lodges and camps and summer hotels scattered broadcast in all parts of the Dominion. In addition to Jasper Park Lodge and Minaki Lodge, the Canadian National Railways operate a number of other centres of summer activity, such as those pictured above: Pictou Lodge, in Nova Scotia; Nipigon Lodge, on Orient Bay, Lake Nipigon, and Highland Inn, in Algonquin Park.

When Kipling called Canada "Our Lady of the Snows," he shut his eyes to the millions of acres of wheat ripening gold in the sun, to fishermen wading in white water and canoes gliding over



An Extensive
Express Service

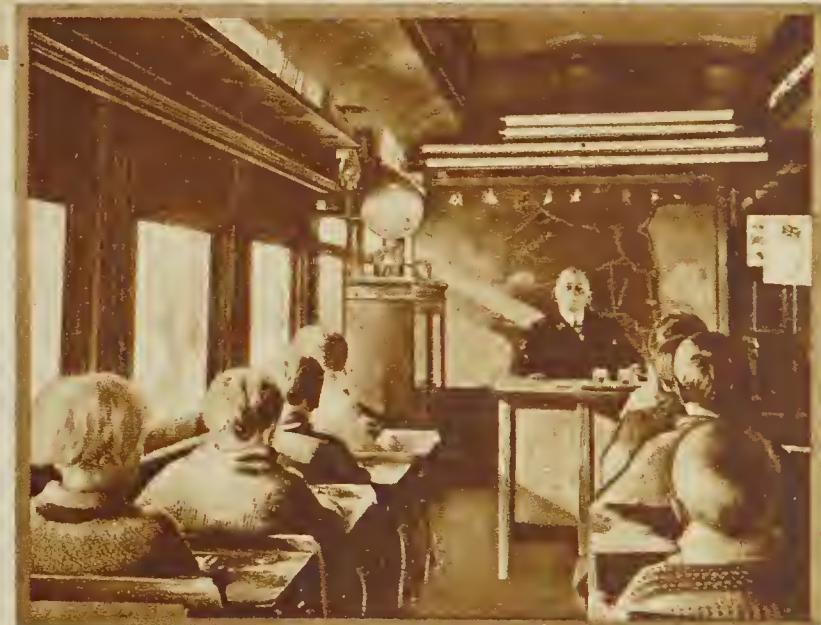
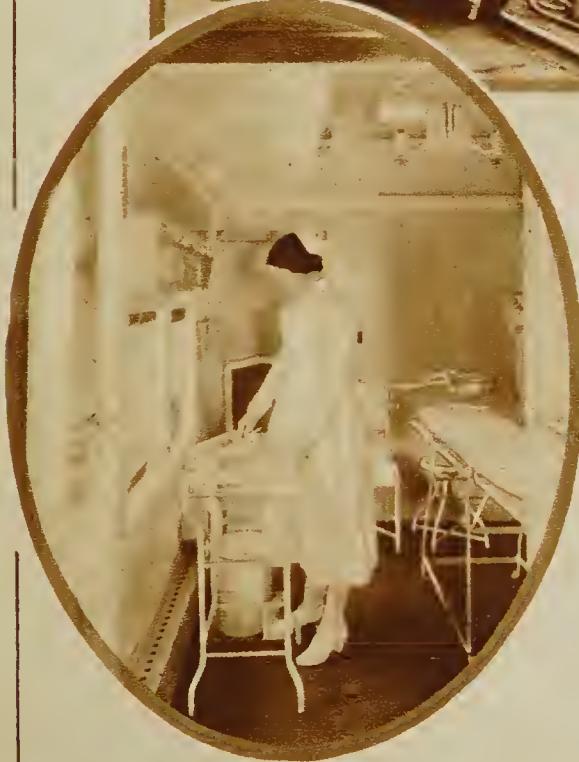


Handling
Passengers' baggage

As widespread as the Canadian National Railways is its express service, which carries parcels of the most amazing variety, from eggs and poultry to silver foxes, ladies' frocks and toys for the children.

Merchandise, money and valuables are forwarded to all parts of the world. Canadian National Express Money Orders, Travellers' Cheques, Foreign Cheques and Foreign Postal Remittances are payable everywhere.

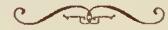




How the Railway Helps

In a country like Canada, a railway is called upon to play many parts, as the photographs above illustrate. The Canadian National co-operates with the Federal and Provincial Governments in assisting agriculture, for example, by providing cars fitted as travelling lecture rooms and laboratories. These move about the country and bring to the farmer, with his problems of seed and soil, the benefits of the latest scientific discoveries. School cars go into unsettled districts where there are no organized schools, and First Aid cars, equipped as small clinics and in charge of competent instructors, bring instruction and medical aid to employees of the railway and others in outlying areas. Sometimes, too, the railway is called upon to fight forest fires in timber and pulp areas, and special fire-fighting equipment is available at various points.

CANADIAN NATIONAL RAILWAYS



OFFICERS OF THE TRAFFIC DEPARTMENT

R. L. BURNAP, Vice-President	Montreal, Que.	Montreal, Que.
H. H. MELANSON, Asst. Vice-President	Montreal, Que.	Montreal, Que.
JOHN PULLEN, Asst. to Vice-President	Montreal, Que.	Montreal, Que.
C. W. JOHNSTON, General Passenger Traffic Manager	Montreal, Que.	Montreal, Que.
A. A. GARDINER, Asst. Gen. Passenger Traffic Manager	Montreal, Que.	Montreal, Que.
R. L. FAIRBAIRN, Manager, Passenger Service Bureau	Montreal, Que.	Montreal, Que.
R. CREELMAN, Passenger Traffic Manager	Winnipeg, Man.	Winnipeg, Man.
A. B. CHOWN, Passenger Traffic Manager	Chicago, Ill., U.S.	Chicago, Ill., U.S.
M. F. TOMPKINS, Traffic Manager	Moncton, N.B.	Moncton, N.B.
R. F. MACLEOD, Manager, Tariff and Ticket Bureau	Montreal, Que.	Montreal, Que.
C. K. HOWARD, Manager, Tourist and Convention Bureau	Montreal, Que.	Montreal, Que.
A. M. KIRK, General Passenger Agent, Steamship Traffic	Montreal, Que.	Montreal, Que.
R. J. S. WEATHERSTON, General Freight and Passenger Agent	Moncton, N.B.	Moncton, N.B.
E. C. ELLIOTT, General Passenger Agent	Montreal, Que.	Montreal, Que.
H. C. BOURLIER, General Passenger Agent	Toronto, Ont.	Toronto, Ont.
W. R. EASTMAN, General Passenger Agent	Chicago, Ill., U.S.	Chicago, Ill., U.S.
OSBORNE SCOTT, General Passenger Agent	Winnipeg, Man.	Winnipeg, Man.
G. A. McNICHOLL, General Passenger Agent	Vancouver, B.C.	Vancouver, B.C.
R. W. LONG, General Freight Traffic Manager	Montreal, Que.	Montreal, Que.
G. T. PETTIGREW, Assistant General Freight Traffic Manager	Montreal, Que.	Montreal, Que.
L. MACDONALD, Freight Traffic Manager	Montreal, Que.	Montreal, Que.
E. F. FLINN, Freight Traffic Manager	Chicago, Ill., U.S.	Chicago, Ill., U.S.
W. G. MANDERS, Freight Traffic Manager	Winnipeg, Man.	Winnipeg, Man.
M. F. TOMPKINS, Traffic Manager	Moncton, N.B.	Moncton, N.B.
R. E. PERRY, Assistant Freight Traffic Manager	Toronto, Ont.	Toronto, Ont.
R. J. FOREMAN, Traffic Manager, Foreign Freight Department	Montreal, Que.	Montreal, Que.
R. J. S. WEATHERSTON, General Freight and Passenger Agent	Moncton, N.B.	Moncton, N.B.

PASSENGER AGENCIES

Canada and United States

BELLEVILLE, ONT.	H. C. Thompson	243 Front St.	G. A. North	634 Marquette Ave.
BOSTON, MASS.	T. E. P. Pringle	186 Tremont St. (Masonic Bldg.)	M. O. Dafoe	384 St. James St.
BRANTFORD, ONT.	J. T. O'Neal	153 Colborne St.	E. A. Robertson	Cor. Main and Cordova Sts. Grant Hall Hotel
BROCKVILLE, ONT.	M. C. Dunn	Cor. King and East Market Sts.		
BUFFALO, N.Y.	H. M. Morgan	420 Main St., Liberty Bank Bldg.	F. A. Young	673 Fifth Ave.
CALGARY, ALTA.	J. H. Norton	218 Eighth Ave., West	C. E. Jenney	673 Fifth Ave.
CHARLOTTETOWN, P.E.I.	P. W. Clarkin	C.N. Rys. Station	C. W. Murphy	81 Main St.
CHICAGO, ILL.	C. G. Orttenger	4 South Michigan Ave. cor. Madison, Willoughby Tower Bldg.	D. C. Forrester	3 King St. West
CINCINNATI, OHIO	E. C. Kennedy	Dixie Terminal Bldg., 49 E. Fourth St.	P. M. Buttler	93 Sparks St. Travel Information Bureau Chateau Laurier
CLEVELAND, OHIO	H. G. Pentland	Union Trust Bldg., 925 Euclid Ave.	J. B. Doran	324 George St.
Detroit, Mich.	(H. L. McCaughey)	1523 Washington Blvd., Hotel Statler Bldg.	M. J. Woods	1422 Chestnut St., Burlington Arcade
DULUTH, MINN.	L. F. Lorentz	3044 West Grand Blvd.	W. J. Burr	505 Park Bldg., 355 Fifth Ave.
EDMONTON, ALTA.	W. E. G. Bishop	430 West Superior St.	G. A. Harrison	G. T. Railway Station
GRAND RAPIDS, MICH.	J. Madill	Cor. Jasper and 100th Sts.	A. B. Holtorp	302 Yamhill St., Pacific Bldg.
GUELPH, ONT.	C. A. Justin	G. T. Ry. Station	R. F. McNaughton	528 Third Ave.
HALIFAX, N.S.	B. A. Rose	11 and 13 Wyndham St.	A. P. Bibault	10 Ste. Anne St.
HAMILTON, ONT.	J. J. Leydon	Cor. Barrington and George Sts.	J. J. Aubin	234 St. Joseph St., St. Roch.
KANSAS CITY, MO.	Jas. Anderson	7 James St. North	E. G. Wickerson	1874 Scarth St.
Kingston, Ont.	W. H. Happ	705 Walnut St.	W. J. Gilkerson	648 Market St.
LONDON, ONT.	V. C. Hanley	145 Princess St.	Wm. Stapleton	101 Second Ave. South
LOS ANGELES, CAL.	R. E. Ruse	406 Richmond St.	J. F. McGuire	1329 Fourth Ave.
	H. R. Bullen	607 South Grand Ave.	A. M. Stevens	23 Wellington St. North

CANADIAN NATIONAL RAILWAYS



PASSENGER AGENCIES—Continued

ST. CATHARINES, ONT.	C. J. Harris	106 St. Paul St.
SAINT JOHN, N.B.	L. C. Lynds	49 King St.
ST. JOHN'S, NFLD.	A. Green	Board of Trade Bldg., 155 Water St. E.
ST. LOUIS, MO.	W. E. Rudolph	314 North Broadway
ST. PAUL, MINN.	A. H. Davis	83 East Fifth St.
SUDSBURY, ONT.	A. G. Bell	26 Elm St. West
TORONTO, ONT.	R. E. Richmond	N.W. Cor. King and Yonge Sts.

VANCOUVER, B.C.	K. E. McLeod	527 Granville St.
VICTORIA, B.C.	C. F. Earle	911 Government St.
WASHINGTON, D.C.	G. L. Bryson	901-15th St. Northwest
WINDSOR, ONT.	G. E. Walker	364 Ouellette Ave. (Canada Bldg.)
WINNIPEG, MAN.	F. J. Creighton	Cor. Main St. and Portage Ave.
WOODSTOCK, ONT.	N. A. B. Smith	408 Dundas St.

EUROPEAN REPRESENTATIVES

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